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Flying Operations

U-2—AIRCREW TRAINING



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This instruction implements AFD 11-2, *Aircraft Rules and Procedures*; AFD 11-4, *Aviation Service*; and AFI 11-202V1, *Aircrew Training*. It establishes the minimum Air Force standards for training and qualifying personnel performing duties in the U-2. This instruction does not apply to Air National Guard (ANG) or Air Force Reserve Command (AFRC) members or units. Major Commands (MAJCOMs)/Direct Reporting Units (DRUs)/Field Operating Agencies (FOAs) are to forward proposed MAJCOM/DRU/FOA-level supplements to this volume to HQ USAF/XOOT, through HQ ACC/DOTR, for approval prior to publication in accordance with (IAW) AFD 11-2, paragraph 4.2. Copies of MAJCOM/DRU/FOA-level supplements, after approved and published, will be provided by the issuing MAJCOM/DRU/FOA to HQ USAF/XOOT, HQ ACC/DOTR, and user MAJCOM/DRU/FOA offices of primary responsibility. Field units below MAJCOM/DRU/FOA level will forward copies of their supplements to this publication to their parent MAJCOM/DRU/FOA office of primary responsibility for post publication review. **NOTE:** The terms DRU and FOA as used in this paragraph refer only to those DRUs/FOAs that report directly to HQ USAF. Keep supplements current by complying with AFI 33-360V1, *Publications Management Program*. See **paragraph 1.3** of this volume for guidance on submitting comments and suggested improvements to this publication.

This instruction requires the collection or maintenance of information protected by the Privacy Act of 1974. The authority to collect and maintain the records prescribed in this instruction are 37 USC 301a, Incentive Pay, Public Law 92-204 (Appropriations Act for 1973), Section 715; Public Law 93-570 (Appropriations Act for 1974); Public Law 93-294 (Aviation Career Incentive Act of 1974); DOD Directive 7730.57, *Aviation Career Incentive Act and Required Annual Report*; Air Force Instruction 11-401, *Flight Management*; and E.O. 9397. System of records notice F011 AF XO A, Air Force Operations Resource Management System (AFORMS) applies. The reporting requirements in this instruction are exempt from licensing in accordance with paragraph 2.11.10 of AFI 33-324, *The Information Collections and Reports Management Program; Controlling Internal, Public, and Intra-agency Air Force Information Collections*.

Records Disposition. Ensure all records created by this instruction are maintained and disposed of according to AFMAN 37-139, *Records Disposition Schedule*.

This volume contains references to the following ACC publication that, until converted to departmental publications, may be obtained from the lead MAJCOM (ACC) publishing office.

ACCI 10-450, Volume 2, *Operations Nuclear Committed Aircraft Planning*.

SUMMARY OF REVISIONS

This revision incorporates rewording, clarification, and formatting guidance. **Paragraph 1.4.2.** removed FTU IPUG training as an alternative prerequisite for BMC and CMR and allowed previously qualified U-2 IPs to enter IP upgrade before completing MQT. **Paragraph 1.5.6.** realigned training cycle to coincide with fiscal year (1 October to 30 September). **Paragraph 3.1.** added Conventional Certification in addition to SIOP Certification and clarified Conventional Certification requirements. “Verification” was changed to “Certification.” **Paragraph 4.2.2.1.** deleted and included in tactics training. **Paragraph 4.2.3.1.** added Stall Awareness Training. **Paragraph 4.2.3.8.** changed CMR training currency to 24 months. **Paragraph 4.2.4.** added descriptions of Category III Training. **Paragraph 4.2.4.2.** reference changed from CJCSI 2311.01 to Flight Information Handbook. **Table 4.1.** updated frequency requirements; added Stall Awareness Training, Marshalling Exam, Anti-Hijacking, Substance Abuse Education, and Military Equal Opportunity Newcomer’s Orientation; removed Social Actions. **Table 4.2.** removed Photo Flight Line as RAP Event and reduced EXP Instrument Departure, Precision Approach and Non-Precision Approach requirements from 12 to 8. **Table 4.3.** Changed TU-2S backseat takeoff currency from 60 to 90 days to be consistent with landing currency. **Table 4.3. Note 3,** clarified currency affect on BMC/CMR status while deployed on a flying TDY. **Paragraph 4.7.1.1.** clarified Lookback requirements when deployed on a flying TDY. **Paragraph 4.9.** expanded to clarify “Proration” guidelines. **Terms,** added Tactical Departure/Arrival and RAP Event. **Paragraph A2.2.2.** PFL deleted as U-2 Event. **Paragraph A2.2.9.** Stall Training deleted as U-2 Event. **Table A2.1.** added. **Attachment 4,** format updated. A “[” indicates revised material since the last edition.

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Chapter 1

GENERAL GUIDANCE

1.1. Abbreviations, Acronyms, and Terms. See [Attachment 1](#).

1.2. Responsibilities.

1.2.1. HQ ACC/DO is designated as the responsible agency for this instruction IAW AFD 11-2. ACC/DO will:

1.2.1.1. Chair semi-annual ACC Realistic Training Review Boards (RTRBs) to review ground and flying training requirements/programs for CAF units. RTRB participants will include applicable ACC active and reserve component representatives. MAJCOM/DOs with major weapons systems for which ACC is the lead command will be invited to send representatives and/or provide inputs.

1.2.1.2. Process all change requests. ACC/DO is the overall OPR, and will process all changes to this instruction. Proposed changes to this volume are submitted IAW AFI 11-215, *Flight Manuals Program (FMP)*. Changes to this volume require coordination between using MAJCOM OPRs and are approved by HQ AF/XO.

1.2.2. All applicable MAJCOMs will:

1.2.2.1. Determine training requirements to meet expected unit tasking.

1.2.2.2. Forward MAJCOM supplements to HQ USAF/XOOT for approval. Inform all MAJCOM DOs of approved supplements to this instruction.

1.2.2.3. Review subordinate unit supplemental instructions and supplemental training programs annually.

1.2.3. Direct Reporting Units (DRUs), as appropriate, will:

1.2.3.1. Provide standard instructional texts to support operational tactics training. Two copies of each will be forwarded to each MAJCOM and NAF/DO, and five copies to each CAF wing/group.

1.2.3.2. Review, update, and distribute changes to instructional texts annually.

1.2.3.3. Review subordinate unit training programs annually.

1.2.4. Wings/Groups will:

1.2.4.1. Develop programs to ensure training objectives are met. Assist subordinate units in management of training programs, ensure programs meet unit needs, and provide necessary staff support.

1.2.4.2. Attach API-6/8 flyers to a flying squadron.

1.2.4.3. Designate the training level to which each API-6 flyer will train. Provide MAJCOM/DO (ACC/DO) with a list of Basic Mission Capable (BMC) and Combat Mission Ready (CMR) designated manning positions NLT the beginning of each training cycle. Review programs and manning positions annually. OG/CCs will report changes in position designations as they occur during the year to MAJCOM/DO (ACC/DO).

1.2.4.4. If applicable, forward supplements or other supporting documents to the MAJCOM for review. Review supplements annually.

1.2.4.5. Identify training shortfalls that adversely impact operational capability through appropriate channels. For training report format, see [Attachment 4](#), Training Shortfall Report.

1.2.5. Unit Supervision will:

1.2.5.1. Ensure adequate continuity and supervision of individual training needs, experience, and proficiencies of assigned and attached aircrews.

1.2.5.2. Ensure review of training and evaluation records of newly assigned aircrews and those completing formal training, to determine the training required for them to achieve BMC or CMR and to ensure provisions of this instruction are met.

1.2.5.3. Ensure Ready Aircrew Program (RAP) missions are operationally oriented, simulating conditions anticipated in the unit mission. Provide guidance to ensure only effective RAP missions are logged as RAP sorties. See [Attachment 2](#) for RAP mission definition.

1.2.5.4. Determine missions or events in which individual BMC aircrews will maintain qualification versus familiarization.

1.2.5.5. Determine utilization of BMC aircrews.

1.2.5.6. Determine how many and which BMC and CMR aircrews will carry special capabilities or qualifications.

1.2.5.7. Identify the levels of supervision required to accomplish the required training, unless specifically directed.

1.2.5.8. Assist the wing or group in developing the unit's training programs.

1.2.5.9. Monitor individual assigned and attached crewmember currencies and requirements.

1.2.5.10. Ensure aircrews only participate in sorties, events, and tasks for which they are adequately prepared, trained, and current.

1.2.6. Individual aircrews will:

1.2.6.1. Handcarry all available training records to assist the gaining unit in assessing qualifications and training requirements.

1.2.6.2. Be responsible for completion of training requirements and currencies within the guidelines of this instruction.

1.2.6.3. Ensure they participate only in ground and flying activities for which they are prepared, current, and qualified.

1.2.7. U-2 Forward Operating Locations (FOL) will forward all events accomplished during the month to the appropriate unit for tracking.

1.3. Processing Changes.

1.3.1. Forward recommendations for change to this instruction to the MAJCOM/DOT on AF Form 847, *Recommendation for Change of Publication*.

1.3.2. MAJCOMs will forward approved recommendations to HQ ACC/DO.

1.3.3. HQ ACC/DO will:

- 1.3.3.1. Coordinate changes to the basic instruction with all applicable MAJCOM/DOs.
- 1.3.3.2. Process recommendations for change. Approval authority for changes is AF/XO.
- 1.3.3.3. Address time sensitive changes by immediate action message.
- 1.3.3.4. MAJCOM DOs will determine training requirements for their subordinate units. This includes making changes, additions, or deletions to this instruction at any time. These changes may be via supplement or RAP tasking message. HQ ACC/DO will be an info addressee on all changes. ACC/DO will include MAJCOM supplemental guidance in the next publication of the instruction.

1.4. Training. Aircrew training is designed to progress aircrews from Basic Qualification Training (BQT), to Mission Qualification Training (MQT), and finally to Continuation Training (CT). For crewmembers previously qualified, BQT is replaced by Requalification Training (RQT).

1.4.1. BQT and RQT provide the training necessary to qualify aircrew in basic position and flying duties without regard to the unit's mission. Upon completion of BQT or RQT, the crewmember attains Basic Aircraft Qualification (BAQ) status. BAQ is a prerequisite for MQT. Except for General Officers, BAQ is not a long-term qualification status. Waiver authority for any aircrew, other than General Officers, to remain BAQ is MAJCOM/DO. In the event an individual is identified to remain in BAQ status, the Unit/CC will determine applicable ground and flight training requirements.

1.4.2. MQT provides the training necessary to initially qualify or requalify aircrews in a specific position and flying duties to perform the missions assigned to a specific unit. Aircrews maintain BAQ status until completion of MQT. Completion of MQT is a prerequisite for BMC and CMR. Previously qualified U-2 instructor pilots, while entered in the RQT syllabus, may enter Instructor Pilot Upgrade (IPUG) prior to MQT, but will not instruct any mission specific topics (sensor operations, FOL operations, etc) until BMC/CMR. Those not previously qualified as U-2 IPs may enter IPUG training after completion of MQT.

1.4.3. CT has two aspects. The first consists of basic flying skills training. These skills (Non-RAP requirements) ensure safe day-to-day operation of the aircraft. The second aspect of CT consists of specific mission-related training required to accomplish the unit's assigned mission.

1.4.4. Ready Aircrew Program (RAP) is the CT program designed to focus training on capabilities needed to accomplish the unit's core tasked missions. Following completion of MQT, a pilot will have received training in all of the core missions of the unit, unless exempted in [Chapter 3](#). The crewmember will then be assigned to either a CMR or BMC position.

1.4.4.1. CMR: The minimum training required for crew members to be qualified and proficient in all of the primary missions tasked to their assigned unit and weapons system.

1.4.4.2. All Combat (CC-coded) unit active duty API-1 or 2, and flying SQ/CC and SQ/DO positions are designated CMR. OG/CCs may designate other API-6 positions not assigned to the flying squadron as CMR. (Exception: If a unit is over-manned, the Unit/CC may elect to train the front line of the Unit Manning Document API-1s or 2s to CMR and designate the overage BMC. In this case, priority should be given to inexperienced crewmembers, with at least 50%, if available, designated CMR). CMR crewmembers maintain proficiency and qualification in all core missions of the flying unit to which they are assigned or attached. CMR crewmembers maintain

currencies, which affect CMR status, accomplish all core designated flight training (sorties and events), and accomplish all mission ground training. Failure to complete this training or maintain those currencies causes regression to Non-CMR (N-CMR) status. While N-CMR, crewmembers may perform only missions in which they are current and either familiar or proficient and qualified, similar to BMC aircrew.

1.4.4.3. BMC: The minimum training required for crew members to be familiarized in all, and possibly qualified and proficient in some, of the primary missions tasked to their assigned unit and weapons system.

1.4.4.4. All other (not CMR) active duty wing aircrew positions are designated BMC. Aircrews who have a primary job performing wing supervision or staff functions that directly support flight operations, or are FTU instructors or operational test aircrews fill BMC positions. However, these aircrews are required to provide additional sortie generation capability, either in lieu of or in addition to, the personnel assigned to the flying squadrons. BMC aircrews maintain familiarization with all unit core missions. BMC aircrews also maintain proficiency and qualification in some of the unit core missions. For those missions in which they maintain familiarization only, BMC crewmembers must be able to attain proficiency and qualification within 30 days. BMC crewmembers accomplish all Category I Mobility ground training as required IAW paragraph 4.2.2.. BMC aircrew may deploy and may participate in any mission for which they are proficient and qualified, without additional training, as determined by the Unit/CC. Failure to complete BMC required training results in regression to Non-BMC (N-BMC) status. While N-BMC, crewmembers may not perform mission-oriented training without supervision until re-certified.

1.4.4.5. N-CMR and N-BMC. Aircrews who regress to N-CMR or N-BMC status will accomplish a tailored program to regain CMR or BMC status as specified by the Unit/CC.

1.4.4.6. Specialized training. Specialized training is training in any special skills necessary to carry out the unit's assigned missions that are not required of every aircrew. Specialized training consists of upgrade training such as Flight Lead Upgrade (FLUG), Instructor Pilot Upgrade (IPUG), etc., as well as CT to maintain proficiency and qualification in unit special capabilities and missions. Specialized training is normally accomplished after a crewmember is assigned CMR or BMC status, and is normally in addition to CMR or BMC requirements. Unless otherwise specified, crewmembers in CMR or BMC positions may hold special capabilities or qualifications as long as any additional training requirements are accomplished.

1.5. Training Concepts and Policies.

1.5.1. Design training programs to achieve the highest degree of operational readiness and proficiency consistent with flight safety and resource availability. Training must balance the need for realism against the expected threat, aircrew capabilities, and safety. This instruction provides training guidelines and policies to be used with operational procedures specified in applicable flying and operations publications.

1.5.2. ACC Training Support Squadron (ACC/TRSS) will develop and validate training programs when tasked. Other MAJCOMS may submit requests for training program support to the ACC/DO. If validated, these requests will be prioritized and tasked to ACC/TRSS. Designated test units (CB-coded) may develop syllabi to upgrade Operational Test Aircrew in support of specific test plans. These syllabi will be approved by the OG/CC and submitted to ACC/TRSS.

1.5.3. Design training missions to achieve operational capability in squadron tasked roles, maintain proficiency, and enhance mission accomplishment and safety. RAP training missions should emphasize either basic mission skills or scenarios that reflect procedures and operations based on employment plans, collection requirements, location, current intelligence, and opposition capabilities. Use of procedures and actions applicable to operational scenarios is desired (e.g., appropriate use of code words, authentication procedures, safe recovery procedures, tactical deception, in-flight reports, threat reactions, and intelligence briefing/debriefing).

1.5.4. In-flight Supervision. Unless specifically directed, Unit/CC determines the level of supervision required to accomplish the required training. If mission objectives include introduction to tasks or instruction to correct previous discrepancies, an instructor pilot (IP) may be required. If mission objectives require directed supervision, then a supervisor may be warranted.

1.5.5. Aircrews will not be required to accomplish ground or ancillary training except as required by this instruction and AFI 36-2201, *Developing, Managing, and Conducting Training*.

1.5.6. The ACC aircrew training cycle is twelve months: 1 October through 30 September. Units will complete all training requirements during the appropriate training cycle unless specifically exempted.

1.6. Ready Aircrew Program (RAP) Policy and Management.

1.6.1. Each qualification level (BMC/CMR) is defined by a total number of sorties, broken down into Non-RAP (basic proficiency) sorties and RAP (mission oriented) sorties.

1.6.2. The total number of sorties is the primary factor for maintaining an individual's qualification level. Qualification in a particular mission is determined by the Unit/CC, considering MAJCOM guidance and individual's capabilities.

1.6.3. An effective RAP sortie requires accomplishment of a mission profile. For training missions, this includes completion of at least one RAP event, as listed in [Attachment 2](#). Operational reconnaissance missions count towards RAP sortie requirements.

1.6.4. The Unit/CC's first priority should be to train all designated aircrews to CMR.

1.6.5. Progression from BMC to CMR requires:

1.6.5.1. One (1)-month lookback at the higher sortie rate.

1.6.5.2. Qualification in core missions and RAP events required at CMR.

1.6.5.3. Confirmation that the progressed aircrew can complete a prorated number of sortie and event requirements for CMR by the end of the training cycle.

1.6.5.4. Completion of mission-related ground training, to include a current certification.

1.6.5.5. Unit/CC certification.

1.6.6. Unit/CCs will determine and assign crew members who will train for and maintain special capabilities or qualifications.

1.6.7. Wing CMR and BMC crewmembers will fly the required monthly sortie rate. If unable, refer to [paragraph 4.7.](#), Regression.

1.6.8. End-of-Cycle training requirements are based on the aircrew's experience level on the last day of the current training cycle.

1.7. Training Sortie Program Development.

1.7.1. RAP sortie and event requirements apply to BMC and CMR aircrews, as well as those carrying special capabilities or qualifications (see [Attachment 2](#) for definitions). The sortie requirements in [Table 4.2](#) establish the minimum number of RAP sorties per training cycle.

1.7.2. Non-RAP requirements such as experience sorties are in addition to RAP requirements. These sorties ensure basic aircrew skills are maintained.

1.8. Training Records and Reports.

1.8.1. Units will maintain aircrew records for individual training and evaluations IAW:

1.8.1.1. AFI 11-202V1, *Aircrew Training*.

1.8.1.2. AFI 11-202V2, *Aircrew Standardization/Evaluation Program*.

1.8.1.3. AFMAN 37-139, Table 36-44.

1.8.1.4. AFM 171-190V2, Sections A through K.

1.8.1.5. Appropriate MAJCOM directives.

1.8.2. Track the following information for all pilots:

1.8.2.1. Ground training.

1.8.2.2. Requirements and cumulative individual sorties, RAP sorties, sortie types, and events accomplished for the training cycle.

1.8.2.3. RAP and Non-RAP sortie requirements and accomplished using 1-month and 3-month running totals for lookback.

1.8.2.4. Currencies.

1.8.2.5. Units may fill in AFORMS "NO DATE" with either the date of the last FTU equivalent accomplished, or the unit mission certification date.

1.9. Video Recording.

1.9.1. To the maximum extent possible, videotape U-2 landings performed during BQT, RQT, and Acceptance sorties.

1.9.2. Instructors and students/interviewees will review the tape during debrief.

1.10. Aircrew Utilization Policy.

1.10.1. Commanders will ensure wing or group tactical aircrews (API-1/2/6s) fill only authorized positions IAW unit manning documents and aircrew status is properly designated. The overall objective is aircrews perform operationally related duties. Supervisors may assign crew members to valid, short-term tasks (escort officer, FEB/mishap board member, etc.) but must continually weigh the factors involved, such as level of aircrew tasking, flying proficiency, currency, and experience. For inexperienced aircrews in the first year after completion of MQT, supervisors will limit the non-flying duties to those related to combat activities.

1.10.2. Duties required by various publications which may be assigned to Combat Air Force (CAF) API-1/2 aircrews are: weapons and tactics officer, programmer, flying safety officer, SOF, mobility/contingency plans, training (except AFORMS documentation), SQ Standardization/Evaluation Liaison Officer (SELO), squadron life support officer, electronic combat officer, and other duties directly related to flying operations. In some instances, such as squadron-assigned flying safety officers, API-1s or 2s may be attached to the wing. API-1s and 2s will not be attached to wing staffs or man wing staff positions unless total wing aircrew API-1/2/6 manning is 100 percent or better. CCs will ensure wing staff aircrews (API-6s) perform duties justified in MAJCOM manpower standards documents and authorized in Unit Manning Documents (UMDs).

1.10.3. Aircrew will not perform long-term duties which detract from their primary duties of training for, or performing, the unit's flying missions. EXCEPTION: Aircrew members who are on long-term DNIF status or are suspended can perform such duties.

1.11. Sortie Allocation Guidance.

1.11.1. API-1 and 2 inexperienced pilots (INEXP), less than 300 U-2 flight hours, should receive sortie allocation priority over experienced pilots (EXP), more than 300 U-2 flight hours. Priorities for sortie allocation are as follows for:

1.11.1.1. Formal training units: Formal syllabus training, instructor upgrade, instructor CT, authorized staff personnel not performing instructor or SEFE duties (to include API-5 aircrew physicians not on IP orders).

1.11.1.2. Combined formal training and operational units: Formal syllabus training, CMR/API-1/2, MQT/API-1/2, CMR/API-6, MQT/API-6, BMC, API-5/aircrew physicians, others.

1.11.1.3. Operational units: CMR/API-1/2, MQT/API-1/2, CMR/API-6, MQT/API-6, and BMC (to include API-5 aircrew physicians).

1.11.1.4. USAF Weapons School (USAFWS), and Test & Evaluation Squadron (TES) Units: Requirements directed by MAJCOM, training required to prepare for assigned projects or tasking, BMC requirements that cannot be accomplished on primary missions, API-5 aircrew physicians.

1.11.2. Wing API-6 authorizations are IAW unit manning documents.

1.11.3. For wings consisting of both FTU and operational units, it is highly desired one of the following maintain formal IP status in the U-2: WG/CC, WG/CV, OG/CC, or OG/CD.

1.11.4. API-8 (above wing level) rated personnel flying authorizations will be IAW AFI 11-401 and MAJCOM guidance. They will fly the BMC rate, however they are not required to complete BMC specific missions or events, or meet monthly lookback requirements. Non-RAP requirements will be accomplished within their BMC number of sorties.

1.11.5. There is no maximum sortie requirement for CMR or BMC (API-1/2) pilots. **Table 1.1.** defines the maximum sortie requirements for other pilots. On occasion, unique or valid operations may require more than the maximum number of sorties authorized, however, this may impact training of other pilots.

Table 1.1. U-2 Annual Sortie Requirements for other than API-1/2.

API Level	CT Status	Unit's Aircraft Code	Organization Level	Maximum Sortie Allowance
6	BMC	CC	Wing	36
6	BMC	TF	Wing	As required by PFT
8	BMC	CC, TF, or CB	All	36

Notes: CC (Combat), TF (Training), CB (Combat Tactics OT&E) reference AFI 16-402. e.g. U-2Ss at Beale AFB are CC coded, TU-2Ss at Beale AFB are TF coded, and U-2Ss assigned to AFMC (Palmdale) are CB coded.

1.12. Waiver Authority.

1.12.1. Unless specifically noted otherwise in the appropriate section, waiver authority for all RAP requirements and all provisions in **Chapter 4** and **Chapter 5** of this instruction is the OG/CC or equivalent. For all other provisions of this instruction, the waiver authority is MAJCOM/DO.

1.12.2. Forward waiver requests and waivers granted by OG/CCs to MAJCOM/DO and provide the NAF/DO with information copies.

1.12.3. Waivers to this instruction will be valid for no more than one year.

1.12.4. Units will submit an annual report of all incomplete training to ACC/DOT (info copy to NAF/DO) by 31 October. Prior to submitting the annual report, units are reminded to prorate incomplete training as detailed in **Chapter 4** of this instruction. Reports will be submitted using the format detailed in **Attachment 4**. Reasons training was not accomplished must be specified and whether failure to accomplish the training resulted in regression, retraining, or was waived by the WG/CC. Negative reports are required.

Chapter 2

BASIC QUALIFICATION TRAINING

2.1. General. Specific training guidance, procedures, policy, and requirements for BQT are described in the U2BQT or U2RQ course syllabi.

2.2. Prerequisites. Course prerequisites will be IAW the appropriate course syllabus and AFCAT 36-2223.

2.3. Senior Staff Training: All formal training courses for senior officers (colonel selects and above) conducted at the FTU require approval at the following levels (OPR: ACC/DOTR):

2.3.1. Colonel and colonel selects: ACC/DOT.

2.3.2. BG selects and above: ACC/DO.

2.3.3. Senior officers must meet course entry prerequisites and will complete all syllabus requirements unless waived IAW syllabus directives.

2.3.4. Senior officers in training at the FTU are in formal training status. Unit duties will be turned over to appropriate deputies or vice commanders until training is completed. Exceptions to this policy must be approved by MAJCOM/DO.

Chapter 3

MISSION QUALIFICATION TRAINING

3.1. General. Mission Qualification Training (MQT) is a unit training program that upgrades aircrew who have completed BQT/RQT to BMC or CMR. MQT will train aircrews to accomplish the unit mission. Units are allowed to tailor this program for all crew members, based on experience, currency, documented performance, and formal training. Specific training guidance, procedures, policy, and requirements for MQT are described in the U2MQT course syllabus.

3.2. Training Completion. MQT is complete following initial conventional and SIOP certification. Training will be completed within the time specified by the syllabus. Pilots will be considered CMR following completion of MQT, Unit/CC certification, and meeting of 3-month lookback. Training sorties flown during BQT/RQT count towards the initial 3-month lookback.

Chapter 4

CONTINUATION TRAINING

4.1. General.

4.1.1. This chapter outlines ground and flying training requirements for CMR and BMC aircrews. Refer to [Chapter 5](#) for additional training program specifics.

4.1.2. Pilots must be qualified IAW AFI 11-202V1 and V2. Additionally, they must complete BQT, RQT, or SST to fly in BAQ status, and MQT to fly in BMC or CMR status.

4.2. Ground Training.

4.2.1. The three categories of ground training are: Category I: Mobility, Category II: Aircrew, and Category III: Air Force Awareness Program. Ground training accomplished during BQT/RQT/SST/IPUG may be credited toward CT requirements for the training cycle in which it was accomplished.

4.2.2. Category I: Mobility. The following ground training is required of CMR aircrews. BMC aircrews require this training prior to an operational deployment. At Unit/CC discretion, BMC aircrews may maintain currency in this training to allow for short notice deployment. Failure to accomplish this training will affect CMR status as noted in [Table 4.1](#).

4.2.2.1. Certification. Crew members will accomplish a formal conventional mission certification and a formal SIOP certification prior to becoming CMR. MQT will culminate with the successful completion of both certifications. The conventional certification will precede the SIOP certification unless the 99RS/CC dictates otherwise. Certification topics are listed in [Attachment 3](#).

4.2.2.1.1. Conventional Certification. The 99RS/CC or designated representative is the certifying official for the conventional board. Board should include Tactics and Intelligence representatives. Each pilot will demonstrate to the certifying official and board members a satisfactory knowledge of the unit's assigned conventional mission. The conventional recertification requirements must be met every 12 months. Attending the required academic training or acting as a lesson briefer can accomplish this. Following the training, the 99RS/DO or a representative will chair a table-top recertification. Initial and recurring certification training will incorporate Intelligence, Electronic Combat and Tactics Training. BMC pilots may accomplish an initial certification or participate in a recertification to facilitate future upgrade to CMR status, at the discretion of the Unit/CC.

4.2.2.1.2. SIOP Certification. The 9RW/CC or designated representative is the certifying official for the SIOP board. Board should include Tactics and Intelligence representatives. The SIOP recertification requirements must be met every 18 months as a briefer or board member. Continuation certification training updates pilots on their unit's SIOP mission. Initial and recurring certification training will incorporate Intelligence, Electronic Combat and Tactics Training. BMC pilots may accomplish an initial certification or participate in a recertification to facilitate future upgrade to CMR status, at the discretion of the Unit/CC.

4.2.2.2. Tactics and Electronic Warfare (EW) Training. Operational units will establish a tactics and EW academic training program. This training is required in each training cycle. Audiovisual programs may be used in place of academic instruction.

4.2.2.2.1. Tactics and EW academic instructors should be Weapons Instructor Course (WIC) graduates or have attended the applicable academic portions of the school, if possible. If not, choose instructors from those best qualified and ensure they receive as much formal tactics training as possible.

4.2.2.2.2. Instruction should include, but is not limited to, electronic combat equipment, capabilities, operation, checks, procedures, missile defenses, and hostile electronic attack (EA)/friendly electronic protection/electronic support (ES) and defensive tactics IAW AFTTP 3-1V27.

4.2.2.3. Intelligence Training. The intelligence training program will be closely aligned with the unit tactics training program. The focus and extent of academic training will be determined by the OG/CC and will be aligned with projected wartime tasking, threats, and unit equipage.

4.2.2.3.1. Crew member training will include: Threat Knowledge, Evasion and Recovery (E&R), Collection and Reporting, and Current Intelligence, covering significant military and political developments in the unit's mission areas of interest. If possible, Evasion and Recovery training will be conducted by a Survival, Escape, Resistance, and Evasion (SERE) instructor.

4.2.2.3.2. The OG/CC will determine crew member testing requirements for intelligence and EW/Tactics training.

4.2.3. Category II: Aircrew Ground Training. The following is required for all pilots.

4.2.3.1. Stall Awareness Training. Ground training should consist of U-2 aerodynamics in the stall region, stall awareness cues, proper stall recovery procedures, and a review of the hazards of stalls in the U-2.

4.2.3.2. Physiological Training. IAW AFI 11-403, *Aerospace Physiological Training Program* and MAJCOM supplements.

4.2.3.3. Instrument Refresher Course. IAW AFI 11-202V2, AFMAN 11-210, and MAJCOM supplements.

4.2.3.4. ISOPREP Review. The DD Form 1833, *Isolated Personnel Report* (ISOPREP) must be reviewed every six months. This program is managed by Intelligence branch.

4.2.3.5. SV-83-A (Special Survival Training) is an initial and 18 month refresher requirement.

4.2.3.6. Aircrew Life Support Continuation Training (ALSCT). ALSCT will be conducted IAW AFI 11-403, *Aerospace Physiological Training Program*, AFI 36-2209, *Survival and Code of Conduct Training*, and ACC supplements thereto, and AFI 14-105, *Unit Intelligence Mission and Responsibilities*, and ACC supplements thereto. ALSCT will be a coordinated Intelligence, Aircrew Life Support, and where applicable, SERE effort. Generally, training areas of responsibility will include:

4.2.3.6.1. Aircrew Life Support. Air/ground egress, hanging harness, and life support/survival equipment.

4.2.3.6.2. Survival. Combat, water, and local area survival training. Applicable Evasion and Recovery (E&R) briefings and training that will prepare aircrew members for the possibility of evasion, captivity, and escape in hostile territory. The requirements are established in coor-

dination with Intelligence and SERE instructors to include applicable Escape, Recovery, and Resistance.

4.2.3.7. Situational Emergency Procedures Training (SEPT).

4.2.3.7.1. This training is not an evaluation, but a review of abnormal procedures, emergency procedures, aircraft systems operations, and aircraft systems limitations during realistic scenarios. One crew member should present a situation and another discuss actions necessary to cope with the malfunction and carry it to a logical conclusion. Critical action procedures (if applicable) and unit special interest items should be emphasized.

4.2.3.7.2. Incorporate the following elements into unit SEPT training programs:

4.2.3.7.2.1. SQ/Det CC involvement in the selection of a monthly SEPT topic.

4.2.3.7.2.2. Develop SEPT scenarios using U-2 mishaps or incidents as baseline cases.

4.2.3.7.2.3. Discuss at least two emergency procedures for each phase of flight over the course of the monthly SEPT period.

4.2.3.7.2.4. Accomplish two SEPTs each annual training period (approximately one semi-annually) with an IP or unit supervisor to include minimum fuel and emergency divert training.

4.2.3.7.3. SEPT will be accomplished each calendar month. Failure to accomplish by the end of the month will result in grounding until subsequently completed.

4.2.3.7.4. Formal course student SEPTs may satisfy the monthly SEPT requirement for the IP whom administers this training.

4.2.3.8. Crew Resource Management (CRM). Units will establish CRM Continuation Training. Training builds upon the basic cockpit management skills taught in the FTU. Each pilot is required to participate in one session every 24 months.

4.2.4. Category III: Air Force Awareness Program. This training is required for all Air Force personnel. The frequency of this training is listed in [Table 4.1](#).

4.2.4.1. Protection of the President. IAW AFI 71-101V2, *Protective Service Matters*.

4.2.4.2. Code of Conduct. Training will be conducted IAW AFI 36-2209, *Survival and Code of Conduct Training*.

4.2.4.3. Law of Armed Conflict. IAW AFI 51-401, *Training and Reporting to Ensure Compliance with the Law of Armed Conflict*.

4.2.4.4. US/Russian Prevention of Dangerous Military Activities. Initial, annual refresher, and pre-deployment (if applicable) training for the Prevention of Dangerous Military Activities will be conducted to ensure all pilots are familiar with the agreement and the implementing provisions. Training requires review of the "Procedures for the Prevention of Dangerous Military Activities Between US and Russia" section of the Flight Information Handbook.

4.2.4.5. Fire Extinguisher Training. IAW AFOSHSTD 91-56.

4.2.4.6. Supervisor Safety Training. Conduct training IAW AFI 91-301, *Air Force Occupational and Environmental Safety, Fire Prevention and Health (AFOSI) Program*.

4.2.4.7. Substance Abuse Education. IAW AFI 36-2701.

4.2.4.8. Military Equal Opportunity Newcomers' Orientation. IAW AFI 36-2707, *Social Actions*.

Table 4.1. Ground Training.

SUBJECT	FREQUENCY	DIRECTIVE	AFFECT CMR
CATEGORY I—MOBILITY TRAINING (Required for mobility units or units that generate in place)			
Self-Aid/Buddy Care	Initial/24 months	AFI 36-2238	No
Chemical Warfare Defense Training - Ground Crew Ensemble	Initial/12 months	AFPD 32-40, AFI 32-4001, AFI 32-4002	No
Handgun Training	Initial/24 months	AFI 36-2226	Yes
Conventional Certification - Intelligence - E&R/SERE - EW and Tactics	Initial/12 months	AFI 11-2U-2V1, AFI 14-105 ACC Supp, AFI 10-706 ACC Supp	Yes
SIOP Certification	Initial/18 months	ACCI 10-450 Vol 2	Yes
SIOP Study	Initial certification/6 months	ACCI 10-450 Vol 2	No
NOTE: Above currencies do not affect CMR status while deployed to an FOL (Forward Operating Location) for a flying TDY.			
CATEGORY II—AIRCREW TRAINING			
SUBJECT	FREQUENCY	DIRECTIVE	GROUND-ING
Stall Awareness Training	12 months*	AFI 11-2U-2V1, Chapter 4	Yes
Physiological Training (Altitude Chamber)	36 months	AFI 11-403	Yes
Instrument Refresher Course	PERIODIC with flight evaluation	AFI 11-202V1 supplemented	No
ISOPREP Review	6 months	AFI 14-105	Yes
SV-83-A	Initial/18-months	DoD Directive 1300.7	Yes
ALSCT			
a. Egress/Ejection/Hanging Harness	6 months**	AFI 11-301	Yes
b. Life Support Equipment Training	12 months	AFI 11-301	No
c. Combat Survival Training	24 months	AFI 11-301	No
d. Water Survival Training	24 months	AFI 11-301	No

SUBJECT	FREQUENCY	DIRECTIVE	AFFECT CMR
e. Local Survival Training	Initial/PCS	AFI 11-301	No
Flying Safety Training	3 months	AFI 91-202, ACC Sup, para 5-4	No
Situational Emergency Procedures Training (SEPT) (ACC)	Monthly	AFI 11-2U-2V1, Chapter 4	Yes
CRM	24 months	AFI 36-2243	Yes
Marshalling Exam	Initial/PCS	AFI 11-218	No
Anti-Hijacking	24 months	AFI 13-207	No
* Waiverable by the Sq/CC to 18 months. ** Following TDY of 60+ days, a 30-day grace period is allowed to accomplish U-2 Egress/Hanging Harness.			
CATEGORY III - AIR FORCE AWARENESS PROGRAM TRAINING			
SUBJECT	FREQUENCY	REFERENCE DIRECTIVE	GROUND-ING
Protection of the President	PCS	AFI 71-101V2	No
Code of Conduct	24 months	AFI 36-2209	No
Law of Armed Conflict	12 months	AFI 51-401	No
US/Russia Prevention of Dangerous Military Activities	Initial/12 months and Predeployment	Flt Info Handbook	No
Fire Extinguisher Training	PCS	AFOSHSTD 91-56	No
Supervisor Safety Training	Initial Only	AFI 91-301	No
Substance Abuse Education	Initial/PCS	AFI 44-121	No
Military Equal Opportunity Newcomer's Orientation	PCS	AFI 36-2706, Table 2.2	No

4.3. Flying Training. All pilots will accomplish the applicable requirements as shown in [Table 4.2](#). Failure to accomplish Non-RAP Event requirements will not affect BMC or CMR status but will require additional training as determined by the Unit/CC. In addition, the following are required for:

- 4.3.1. Basic Mission Capable (BMC) Requirements.
 - 4.3.1.1. Mission Evaluation IAW AFI 11-202V2.
 - 4.3.1.2. Sortie rate (lookback) IAW applicable tables.
 - 4.3.1.3. Applicable currencies.
- 4.3.2. Combat Mission Ready (CMR) Requirements.
 - 4.3.2.1. Performance satisfactory to the Unit/CC.
 - 4.3.2.2. Mission Evaluation IAW AFI 11-202V2.

4.3.2.3. Sortie rate (lookback) IAW applicable tables.

4.3.2.4. RAP sorties and events IAW the procedures set forth in this instruction. Failure to accomplish RAP-tasks events may be waived by the Unit/CC as long as the total RAP sorties are accomplished. Report waiver IAW **paragraph 1.12.2.**

4.3.2.5. Applicable currencies.

4.3.2.6. Mission-oriented (RAP) ground training IAW **Table 4.1.**

4.3.3. Special Capabilities/Qualifications requirements.

4.3.3.1. Pilots obtaining and maintaining special capabilities or qualifications must complete specialized training IAW **Chapter 5** and guiding syllabi.

4.3.3.2. Failure to accomplish the requirements specified in this document will cause loss of designation or qualification.

4.3.4. Re-certification / re-qualification is IAW **paragraph 4.7.**

Table 4.2. U-2 Sortie and Event Requirements

U-2 SORTIE AND EVENT REQUIREMENTS (Inexperienced/Experienced)			
SORTIE/EVENT	BMC	CMR with CTP	CMR no CTP
RAP (high) Sorties	12 / 8	24 / 12	24 / 12
3-Month Lookback	3 / 2	6 / 3	6 / 3
1-Month Lookback	1 / 1	2* / 1	2 / 1
Non-RAP (low) Sorties	16 / 12	16 / 12	30
3-Month Lookback	4 / 3	4 / 3	7
1-Month Lookback	2 / 1	2 / 1	3
RAP Events			
INS Exercise	3	6	6
Evasive Maneuver	3	6	6
Autopilot-Off Maneuvers	8/4	10/5	10/5
Non-RAP Events			
Instrument Departure	12/8	12/8	24
Precision Approach	12/8	12/8	18
Non-Precision Approach	12/8	12/8	18
Missed Approach	4	4	8
Circling Approach	4	4	4
* For inexperienced CMR pilots, the 1-month lookback is satisfied with a single RAP sortie if a total of 4 sorties (RAP and Non-RAP) were flown.			

4.4. Special Categories.

4.4.1. Flight Surgeon (FS). FS flying rates and requirements will be IAW AFI 11-401.

4.4.2. MAJCOM and NAF API-8 Crew members:

4.4.2.1. Mission Directed Training (MDT) for HHQ personnel (other than that conducted in support of a formal inspection) requires coordination with the supporting unit. MAJCOM Directors (Division Chiefs for Flight Safety and IG) and NAF/DO are reviewing authorities for assigned personnel. They will:

4.4.2.1.1. Coordinate with the supporting agency to ensure appropriate AFORMS data is maintained and provided IAW AFI 11-401.

4.4.2.1.2. Review assigned pilot accomplishments and currencies prior to authorizing them to participate in MDT.

4.4.2.1.3. Provide each pilot with written documentation specifying the sortie types and events he is authorized to fly.

4.4.2.2. HHQ pilots maintaining BMC status are exempt from academic ground training, CW training, and special training programs within authorized mission areas. Specific currencies will be provided to the host unit and HHQ supervisors will determine pilot qualifications to participate in unit scenarios for MDT.

4.4.2.3. Pilots will:

4.4.2.3.1. Review accomplishments and currencies for accuracy.

4.4.2.3.2. Submit qualification and authorization documentation to the supporting unit/ CC or operations officer prior to flying with that unit.

4.4.2.3.3. Evaluate the demands of each mission scenario and ensure that their ability and proficiency will not be exceeded.

4.4.2.4. Instructor-qualified pilots may perform instructor duties with the concurrence of the OG/ CC, if qualified and current for the applicable missions/events.

4.5. Multiple Qualification/Currency.

4.5.1. MAJCOM DO may authorize qualification in more than one mission design series (MDS) aircraft for aircrews only when such action is directed by command mission requirements and is economically justifiable. This authority cannot be delegated below MAJCOM level. Commanders must not permit crewmembers qualified in primary mission aircraft to maintain qualification in support aircraft unless required for unit mission accomplishment. Individuals assigned to positions covered by **paragraph 4.5.2.** have MAJCOM DO approval, and do not need to submit specific requests.

4.5.1.1. Submit multiple qualification requests through command channels to MAJCOM DOT. All requests must contain full justification. Approval for multiple qualification request must be provided to the appropriate host base flight management office. Flight accomplishments are not authorized until aircraft assignment is updated into AFORMS.

4.5.1.2. Individually authorized multiple qualifications are valid as long as the individual is assigned to the specific position and aircraft requested, or until rescinded by MAJCOM DO.

4.5.2. Multiple qualification is authorized as follows and does not require specific authorization:

4.5.2.1. Aircrews participating in the Companion Trainer Program (CTP) or maintaining qualification in the applicable companion trainer aircraft.

4.5.2.2. The U-2S and TU-2S are considered the same MDS.

4.5.3. Multiple qualification is not appropriate for senior wing supervisors of units with different types of mission aircraft. Wing Commanders will qualify in only one of their wing's mission aircraft. Either the Wing/CV or OG/CC should qualify in another of the wing's mission aircraft (not the same one selected by the WG/CC). The 9RW senior wing leadership should all qualify in the T-38 companion trainer. See MAJCOM guidance for policy on Senior Supervisor Familiarization Flights, and ACC Syllabus U2SST.

4.5.4. U-2 pilots dual qualified in the T-38 under the provisions of the Companion Trainer Program, will be qualified and current IAW AFI 11-202V1 as supplemented. Use the "With companion trainer" column in applicable training tables and complete both MDS annual training requirements in full.

4.6. Currencies/Recurrencies/Requalification.

4.6.1. Currency. [Table 4.3](#) defines currency requirements for all U-2 pilots. If a pilot loses a particular currency, that sortie or event may not be performed except for the purpose of regaining currency as noted. Loss of U-2 event currency exceeding six months does not affect overall qualification, but may require regression to N-CMR/N-BMC.

4.6.2. Recurrency.

4.6.2.1. Recurrency is required whenever a crewmember does not meet a currency requirement in this instruction.

4.6.2.2. Overdue training requirements must be satisfied before the pilot is considered qualified to perform tasks applicable to that type of training. Training annotated as affecting CMR status will require regression to N-CMR until appropriate training as specified by Unit/CC is accomplished. Training identified as not affecting CMR status does not require regression from CMR although it may result in grounding until training is completed (e.g., life support training). The duration of grounding and status of sortie lookback will determine the effect on CMR status.

4.6.2.3. Unless otherwise specified, supervisory requirements pertaining to recurrency may be satisfied in the flight position that offers the best control of the mission, as determined by the Unit/CC.

4.6.3. Loss of IP Status and Requalification. IPs will be decertified if:

4.6.3.1. They fail a flight check. To regain instructor status, a pilot must successfully complete a flight check IAW AFI 11-202V2.

4.6.3.2. They fail a qualification, instrument, or tactical written examination. To regain instructor status, a pilot must successfully reaccomplish the written exam.

4.6.3.3. Their instructor pilot currency (TU-2S instructors) expires. To regain status, an instructor must update landing currency.

4.6.3.4. They become noncurrent in an event or sortie which causes removal from CMR or BMC status and the Unit/CC deems that the loss of currency is of sufficient importance to require decer-

tification. If the Unit/CC does not elect this option or if the instructor becomes noncurrent in events or sorties which do not require removal from CMR or BMC status, instructor status may be retained, but the individual will not instruct in that event or sortie until the required currency is regained (EXCEPTION: with Unit/CC approval, U-2 IPs may provide instruction from the mobile vehicle in events in which their own currency has expired).

Table 4.3. U-2 Pilot Currencies.

EVENT	CURRENCY INEXP / EXP (days)	AFFECTS BMC/CMR	NOTES
HIGH SORTIE	30 / 45	YES	1,2
LOW SORTIE	30 / 45	YES	1,3
PRECISION APPROACH	30 / 45	YES	1,3
LANDING	30 / 45	YES	1
LANDING, NIGHT	120	NO	1,4,5
LANDING, TOUCH AND GO	45	NO	1
NO FLAP LANDING	45	YES	1,3
NO VOICE LANDING	45	YES	1,3
SIMULATED FLAME OUT	45	YES	1,3
INITIAL TAKEOFF, TU-2S IP	90	NO	1
LANDING, REAR SEAT, TU-2S IP	90	NO	1
NOTES:			
1. For all events update currency by flying the event. Regain lost currency by flying the event under instructor supervision. Loss of currency less than six months does not affect overall qualification.			
2. Reference Attachment 2 for High Training Sortie event requirements.			
3. While deployed to an FOL for a flying TDY, these currencies do not effect BMC/ CMR status for 90 days from the date last accomplished. This may be waived up to 120 days by 9 OG/CC for EXP (BMC or CMR crew members with 300 or more flying hours in the U-2) from the date last accomplished.			
4. In order to fly at night, the following day or night landing currency is required: INEXP - 21, EXP - 30. If night landing currency is lost, it cannot be regained on an operational mission.			
5. Waiver authority is 9 OG/CC.			

4.7. Regression.

4.7.1. CMR/BMC Regression for Failure to Meet Lookback. If a pilot does not meet lookback requirements throughout the training cycle, commanders can (1) regress the pilot to N-CMR or N-BMC, as applicable, (2) remove him from a CMR manning position, or (3) initiate action to remove the pilot from active flying status.

4.7.1.1. Failure to meet the 1-month lookback requires a review of the pilot's 3-month sortie history. If the 3-month lookback has been met, pilots may, at Unit/CC discretion, remain CMR or BMC. While deployed to an FOL for a flying TDY, the 3-month lookback need only include RAP (High) sorties. Failure to meet the 3-month lookback will result in regression to N-CMR or N-BMC, as appropriate, or the pilot may be placed on probation status for one additional month at the Unit/CC discretion. If probation is chosen, the only way to remove a pilot from probation and preserve the current status is to establish a 1-month lookback at the end of the probation period. Pilots returning from an FOL flying TDY of greater than 60 days duration will assume probation status but will have one full training month to establish their 1-month lookback; failure to establish the 1-month lookback in that period will result in regression to N-BMC/N-CMR. (see [Figure 4.1.](#))

4.7.1.2. For pilots regressed to N-BMC or N-CMR for lookback, the Unit/CC will approve a tailored program to bring the pilot up to applicable standards. Upon completion of the re-certification program, the pilot must also meet the 1-month lookback requirements prior to reclaiming CMR or BMC status. The sorties and events accomplished during the recertification may be credited towards the total sortie and event requirements for the training cycle as well for the monthly sortie requirement.

4.7.1.3. Following MQT, course graduates assigned to BMC positions will meet the 1-month lookback to maintain BMC until a 3-month lookback is established. Individuals previously qualified in the aircraft and assigned to CMR positions will meet the 1-month lookback to maintain CMR until a 3-month lookback is established.

4.7.1.4. Lookback computations begin following completion of MQT. The pilot must maintain 1-month lookback until a 3-month lookback is established.

4.7.2. Pilots who fail an aircraft qualification, mission, or instrument evaluation will be handled IAW AFI 11-202V2. They will regress to N-CMR or N-BMC as applicable. They will remain N-CMR or N-BMC until successfully completing required corrective action, a re-evaluation, and are re-certified by the Unit/CC.

4.8. End-of-Cycle Training Requirements. Pilots who fail to complete sortie or event requirements of this instruction by the end of the training cycle may require additional training, depending on the type and magnitude of the deficiency. Refer to [paragraph 4.9.](#) for proration guidance. In all cases, report training shortfalls IAW [paragraph 1.12.](#)

4.8.1. Failure to meet either Total RAP Sortie or Total Non-RAP Sortie Requirements. The pilot is able to continue CT at CMR or BMC as determined by lookback. The Unit/CC will determine if additional training is required.

4.8.2. Failure to meet both Total RAP Sortie and Total Non-RAP Sortie Requirements. This causes regression to N-CMR or N-BMC status. To regain CMR or BMC, the pilot will complete all deficient sorties. These may be counted against requirements for the new training cycle.

4.8.3. Failure to Meet Event Requirements: This requires Unit/CC approval to maintain CMR/BMC status. Normally, pilots will be required to complete all delinquent events prior to regaining appropriate status, unless the Unit/CC determines that operational requirements dictate continuation at CMR/BMC status. This Unit/CC action must be documented in the individual's training records.

4.9. Proration of End-of-Cycle Requirements. At the end of the training cycle, the Unit/CC may prorate any training requirements when DNIFs, emergency leaves, non-flying TDY, or exercises preclude training for a portion of the training period. Normal annual leave will not be considered as non-availability. Extended bad weather which precludes the unit from flying for more than 15 consecutive days may be considered as non-availability. The following guidelines apply:

4.9.1. Proration will only be used to adjust for genuine circumstances of training nonavailability, not to mask training or planning deficiencies.

4.9.2. Proration is normally based upon periods of consecutive days of non-availability for flying. Use **Table 4.4.** to determine the number of “Months of Proration Allowed” for each period of non-availability. Proration is cumulative over the training cycle (add “Months of Proration Allowed” for each non-availability period for total training cycle proration - refer to example in **paragraph 4.9.4.**). Adding non-availability periods that do not individually meet the proration threshold (16 days) may be considered, but final proration must be approved by Unit/CC.

4.9.3. If BQT is reaccomplished, a pilot's training cycle will start over at a prorated share following completion of MQT training.

4.9.4. **EXAMPLE.** Capt Jones was granted 17 days of emergency leave in January and attended SOS in residence from March through April for 56 consecutive calendar days. His Unit/CC authorized a total of three months proration from his training cycle (one month for emergency leave and two months for SOS).

4.9.5. Prorated numbers resulting in fractions of less than 0.5 will be rounded to the next lower whole number, but no requirement may be prorated below one.

4.9.6. Newly assigned pilots and pilots achieving CMR or BMC after the 15th of the month are considered to be in CT on the first day of the following month for proration purposes. Events and sorties for the remainder of the training cycle may be prorated. A prorated share of RAP sorties must be completed in CT.

4.9.7. A pilot's last month on station prior to departing PCS may be prorated. Individuals departing PCS may be considered CMR for reporting purposes during a period of 60 days from date of last flight, or until loss of CMR currency, port call date, or sign in at new duty station.

Table 4.4. Proration Allowance.

DAYS OF NON-FLYING	MONTHS OF PRORATION ALLOWED
0 – 15	0
16 - 45	1
46 - 75	2
76 - 105	3
106 - 135	4
136 - 165	5
166 - 195	6
196 - 225	7

DAYS OF NON-FLYING	MONTHS OF PRORATION ALLOWED
>225	N/A (See AFI 11-202V1)

4.10. Regaining CMR or BMC Status.

4.10.1. If CMR or BMC status is lost due to failure to meet the End-of-Cycle event requirements, requalification is IAW **paragraph 4.6.**

4.10.2. If CMR or BMC status is lost due to failure to meet lookback IAW **paragraph 4.7.** and landing currency is maintained, the following applies (timing starts from the date the crew member came off CMR/BMC status):

4.10.2.1. Up to 90 days: The pilot must meet the unit commander's tailored program, plus satisfy the lookback requirements. In addition, all event currencies must be regained. The Unit/CC will approve any other additional training prior to recertification to CMR/BMC.

4.10.2.2. 91-180 days: Same as above, plus qualification and tactical written examinations.

4.10.2.3. 181 days and beyond: Reaccomplish MQT.

4.11. Example of the Lookback, Regression, Proration, and Requalification Process.

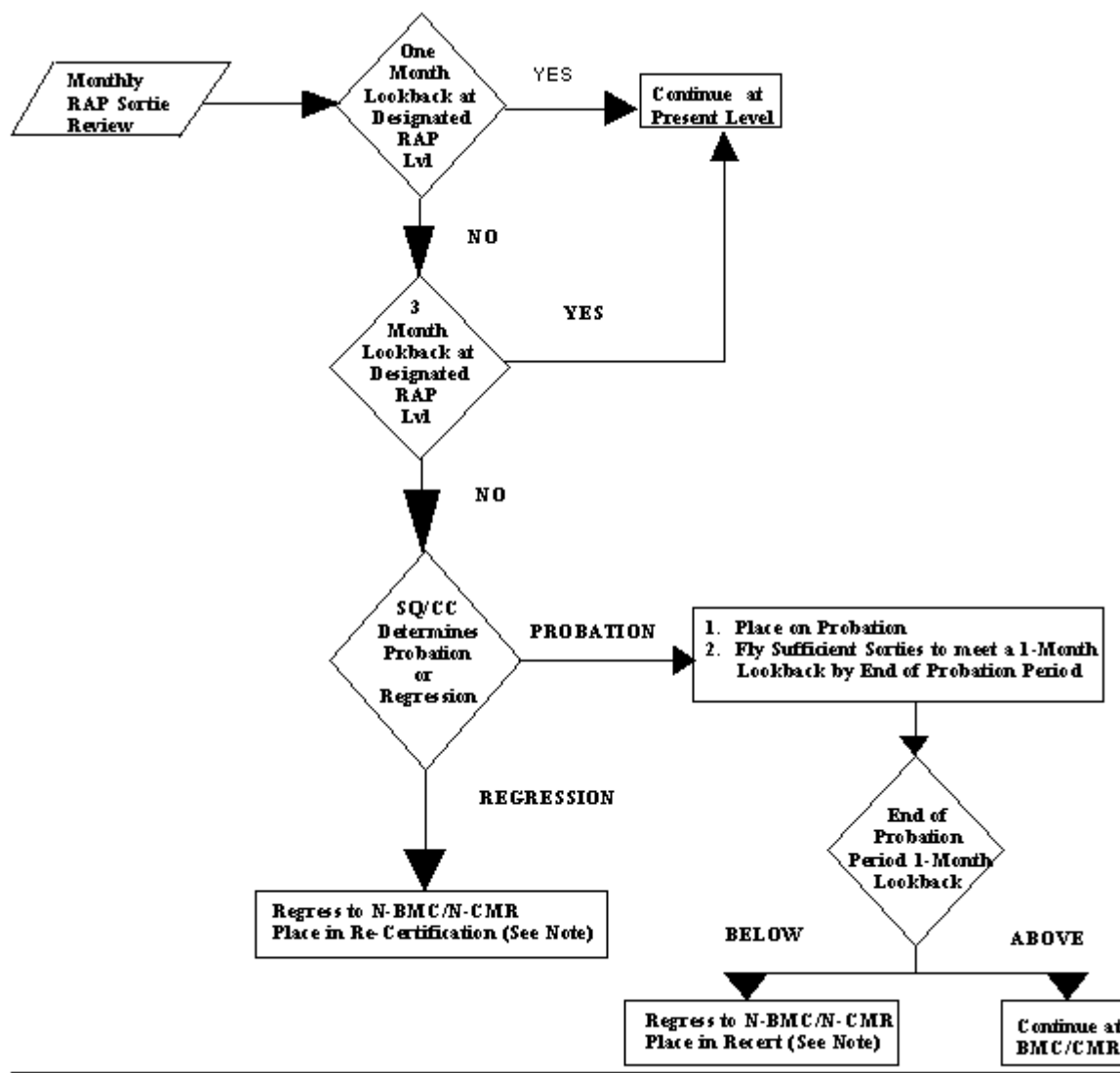
4.11.1. Capt Smith is an experienced CMR U-2 pilot (with CTP) with a 1-month lookback requirement of 1 Non-RAP (low) sortie, and 1 RAP (high) sortie. His 3-month lookback requirement is 3 lows and 3 highs. On Feb 3, he flew a low sortie prior to departing for a non-flying TDY for two months. He reported back for flight duty on 6 Apr. What is his status throughout his TDY and on his return?

4.11.2. The Unit/CC wanted to list Capt Smith as a countable CMR crewmember for reporting purposes throughout the TDY. Therefore, on 1 Mar, his Flt/CC performed the mandatory 1-month lookback (Feb) on Capt Smith. He failed this, having flown zero RAP sorties. The Flt/CC then performed a 3-month lookback (Dec, Jan, Feb). This showed that he flew four lows and two highs. Had he flown one more high sortie, his Unit/CC could have continued Capt Smith at CMR. However, with only two high sorties, Capt Smith did not meet the 3-month lookback for CMR. The Unit/CC could regress Capt Smith to N-CMR, but instead elected to put him on probation, still carrying him as CMR.

4.11.3. On 1 Apr, Capt Smith's 1-month lookback (Mar) was zero sorties. The Unit/CC must now regress Capt Smith to N-CMR. Upon his return 6 Apr, he must be placed in a re-certification program. As an experienced pilot, this would also meet the 1-month lookback for April (if inexperienced, he would have needed one more high by the end of April, or be reported N-CMR until the next lookback 1 Jun).

4.11.4. At the end of the training cycle on 30 June, the Unit/CC prorated two months off of Capt Smith's total requirements. In spite of this proration, Capt Smith was deficient by one RAP high sortie and two non-RAP sorties. The Unit/CC regressed Capt Smith to N-CMR. After accomplishing the sorties, the Unit/CC recertified Capt Smith to CMR. These sorties count for the new training cycle. The Unit/CC could have kept Capt Smith at CMR, based on lookback, if the deficiency had been restricted to RAP sorties only or non-RAP sorties only, and not both.

Figure 4.1. Regression Flow Chart.



NOTE: FOR PILOTS WHO ARE ON PROBATION OR WERE REGRESSED FOR LOOK-BACK, UNIT/CC MAY RECERTIFY AT THE PREVIOUS RAP LEVEL WHEN THE APPROPRIATE 1-MONTH LOOK-BACK IS SATISFIED.

Chapter 5

SPECIALIZED/UPGRADE TRAINING

5.1. General.

5.1.1. Specialized/upgrade training for the U-2 includes Instructor Pilot Upgrade (IPUG) for the U-2S (single-seat) and TU-2S (two-seat).

5.1.2. Specific training guidance, procedures, policy, and requirements for upgrade training are described in the U2IPUG Syllabus.

ROBERT H. FOGLESONG, Lt General, USAF
DCS/Air & Space Operations

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

DoD 5500.7-R, *Joint Ethics Regulation*

JCS MOP 2, *Joint Chiefs of Staff Memorandum of Policy # 2*

ACCI 10-450V2, *Operations Nuclear Committed Aircraft Planning*

AFTTP 3-1V27, *Tactical Employment--U-2*

AFI 10-704, *Military Deception Program*

AFI 10-706, ACC Supplement 1, *Electronic Warfare (EW)*

AFPD 11-2, *Aircraft Rules and Procedures*

AFI 11-202V1, *Aircrew Training*

AFI 11-202V2, *Aircrew Standardization/Evaluation Program*

AFI 11-202V3, *General Flight Rules*

AFI 11-207, *Flight Delivery of Fighter Aircraft*

AFI 11-214, *Aircrew, Weapons Director, and Terminal Attack Controller Procedures for Air Operations*

AFI 11-215, *Flight Manuals Program (FMP)*

AFMAN 11-217V1, *Instrument Flight Procedures*

AFI 11-290, *Cockpit and Crew Resource Management Training Program*

AFPD 11-4, *Aviation Service*

AFI 11-401, *Flight Management*

AFI 11-402, *Aviation and Parachutist Service, Aeronautical Ratings and Badges*

AFI 11-403, *Aerospace Physiological Training Program*

AFI 11-404, *Centrifuge Training for High-G Aircrew*

AFI 13-102, *Air Support Operations Center (ASOC) and Tactical Air Control Party (TACP) Training and Evaluation Procedures*

AFI 13-212V1, *Weapons Ranges*

AFI 13-212V2, *Weapons Range Management*

AFI 13-212V3, *Hazard Methodology and Weapon Safety Footprints*

AFI 14-105, *Unit Intelligence Mission and Responsibilities*

AFI 16-402, *Aerospace Vehicle Programming, Assignment, Distribution, Accounting and Termination*

AFI 32-4001, *Disaster Preparedness Planning and Operations*

AFI 32-4002, *Hazardous Material Emergency Planning and Response Program*

AFI 36-2201, *Developing, Managing, and Conducting Training*

AFI 36-2209, *Survival and Code of Conduct Training*

AFPAM 36-2211, *Guide for Management of Air Force Training Systems*

AFI 36-2217, *Munitions Requirements for Aircrew Training*

AFCAT 36-2223, *USAF Formal Schools*

AFI 36-2226, *Combat Arms Training and Maintenance (CATM) Program*

AFI 36-2238, *Self-Aid and Buddy Care Training*

AFI 36-27, *Social Actions*

AFI 36-2701, *Social Actions Program*

AFI 36-2706, *Military Equal Opportunity and Treatment Program*

AFMAN 37-139, *Records Disposition Schedule*

AFI 51-401, *Training and Reporting to Ensure Compliance with the Law of Armed Conflict*

AFI 71-101V1, *Criminal Investigations*

AFI 71-101V2, *Protective Service Matters*

AFM 171-190V2G, *Air Force Operations Resource Management System*

AFI 91-202, *The US Air Force Mishap Prevention Program*

AFI 91-301, *Air Force Occupational and Environmental Safety, Fire Prevention and Health (AFOSH) Program*

Abbreviations and Acronyms

ACC—Air Combat Command

ADL—Aircraft Data Link

AF—Air Force

AFORMS—Air Force Operations Resource Management System

AFSC—Air Force Specialty Code

ALSCT—Aircrew Life Support Continuation Training

AOA—Angle of Attack

API—Aircrew Position Indicator

ATD—Aircrew Training Device

BAQ—Basic Aircraft Qualified

BQT—Basic Qualification Training

BMC—Basic Mission Capable

C3—Command, Control, and Communications

C3I—Command, Control, Communications, and Intelligence

CAF—Combat Air Forces

CAT—Category

CB—Combat Tactics OT&E coded aircraft

CC—Commander or Combat coded aircraft

CCTS—Combat Crew Training Squadron

CFT—Cockpit Familiarization Trainer

CIRVIS—Communication Instructions Reporting Vital Intelligence Sighting

CM—Countermeasures

CMR—Combat Mission Ready

COMSEC—Communications Security

CPT—Cockpit Procedures Trainer

CRM—Cockpit/Crew Resource Management Training

CST—Combat Survival Training

CT—Continuation Training

CTP—Companion Trainer Program

CV—Vice Commander

CW—Chemical Warfare

CWD—Chemical Warfare Defense

DRU—Direct Reporting Unit

E&R—Evasion and Recovery

EA—Electronic Attack

EP—Emergency Procedures

EPE—Emergency Procedures Evaluation

ES—Electronic Support

EW—Electronic Warfare

EXP—Experienced Pilot

FAM—Familiarization

FCP—Front Cockpit

FEB—Flying Evaluation Board

FEF—Flying Evaluation Folder

FOL—Forward Operating Location

FP—First Pilot

FS—Flight Surgeon

FTU—Formal Training Unit

HHQ—Higher Headquarters

IAW—In Accordance With

ICWT—Initial Chemical Warfare Training

ID—Identify/Identification

IFF—Identification Friend or Foe

IFR—Instrument Flight Rules

ILS—Instrument Landing System

IMC—Instrument Meteorological Conditions

INEXP—Inexperienced Pilot

INS—Inertial Navigation System

IOC—Initial Operational Capability

IP—Instructor Pilot

IPUG—Instructor Pilot Upgrade

IR—Infrared

IRC—Instrument Refresher Course

ISD—Instructional Systems Development

KCAS—Knots Calibrated Airspeed

KIAS—Knots Indicated Airspeed

KTAS—Knots True Airspeed

MAJCOM—Major Command

MC—Mission Capable

MDI—Multi-Display Indication

MDS—Mission Design Series

MDT—Mission Directed Training

MP—Mission Pilot

MQF—Master Question File

MQT—Mission Qualification Training

N/A—Not Applicable

NAF—Numbered Air Force

NAV—Navigation
NCO—Non-Commissioned Officer
NLT—Not Later Than
NT—Night
OFT—Operational Flight Trainer
OG—Operations Group
OMR—Optical Mark Reader
OPR—Office of Primary Responsibility
OPS—Operations
OPSEC—Operations Security
OTD—Operations Training Development
ORI—Operational Readiness Inspection
PAA—Primary Aircraft Authorized
PAR—Precision Approach Radar
PCS—Permanent Change of Station
PFT—Programmed Flying Training
PFL—Photo Flight Line
PTT—Partial Task Trainer
QUAL—Qualification
RAP—Ready Aircrew Program
RCP—Rear/right Cockpit
RECCE—Reconnaissance
RQT—Requalification Training
RS—Reconnaissance Squadron
RW—Reconnaissance Wing
RWR—Radar Warning Receiver
SA—Situational Awareness
SAFE—Selected Area For Evasion
SAR—Search and Rescue
SEFE—Stan/Eval Flight Examiner
SELO—Stan/Eval Liaison Officer
SEPT—Situational Emergency Procedure Training

SERE—Survival, Evasion, Resistance, and Escape

SFO—Simulated Flameout

SIOP—Single Integrated Operations Plan

SOF—Supervisor of Flying

SORTS—Status of Resources and Training System

SST—Senior Staff Training

TACAN—Tactical Air Navigation

TDY—Temporary Duty

TES—Test & Evaluation Squadron

TF—Training coded aircraft

T.O.—Technical Order

TX—Transition

UIP—Upgrading Instructor Pilot

UMD—Unit Manning Document

UNIT/CC—Unit Commander

USAFWS—US Air Force Weapons School

UTE—Utilization Rate

VTR—Video Tape Recorder

WST—Water Survival Training

Terms

Basic Mission Capable (BMC)—The status of an aircrew member who has satisfactorily completed training (MQT) prescribed to perform the unit mission but who does not maintain CMR status. Crewmember accomplishes training required to remain familiarized in all, and may be qualified and proficient in some, of the primary missions of their weapon system and unit. These crewmembers may also maintain special capabilities (refer to **paragraph 4.3.**).

Basic Qualification Training (BQT)—Training to qualify the aircrew in basic aircraft flying duties. For U-2s, the basic aircraft flying duties are for solo flight without specific regard to the unit's operational mission.

Certification—The process of certifying aircrew tactical employment and special weapons capabilities, procedures, and rules. (Note: Applies to aircrew tactical employment knowledge, including conventional and SIOP operations. Certification is conducted in both initial and follow-on phases. Initial certification is a formal board proceeding convened to verify individual aircrew knowledge. Continuation training is to reinforce, refresh, and update aircrews on unit mission/tasking, tactics, and procedures).

Cockpit Familiarization Trainer (CFT)—A training device in which the controls, switches, and instruments do not have to respond to trainee inputs. Used for checklist use, normal procedures, and emergency procedures.

Cockpit Procedures Trainer (CPT)—A training device in which instruments and displays are activated to respond to trainee inputs. Used for safety of flight, instrument, normal, and emergency procedures.

Combat Mission Ready (CMR)—A status of an aircrew member who has satisfactorily completed training (MQT) prescribed to be fully qualified to perform the basic unit operational missions, and maintains qualification and proficiency in these missions. (Refer to **paragraph 1.4.4.1.**)

Computer Based Training (CBT)—Use of computers to teach crewmembers U-2 systems operations.

Continuation Training (CT)—Training to maintain proficiency and improve aircrew capabilities to perform unit missions and aircrew proficiency sorties not flown in formal syllabus missions, tests, or evaluations. Applicable to BMC and CMR aircrews.

Currency—The minimum frequency required to perform an event or sortie safely.

Emergency Procedures Evaluation (EPE)—An evaluation of aircrew knowledge and responsiveness to critical and non-critical emergency procedures conducted by a SEFE in an OFT, CPT, CFT, simulator, aircraft cockpit, or by oral ground evaluation (should only be used when circumstances preclude use of any of the above).

Evasive Action Maneuvers—Tactical turns above FL 600.

Experience Levels—

(1) Inexperienced Pilot (INEXP)--BMC or CMR pilot with less than 300 flying hours in the U-2.

(2) Experienced Pilot (EXP)--BMC or CMR pilot with 300 or more flying hours in the U-2.

Experience Sorties—Sorties not directly related to combat employment training but necessary for accomplishment of unit training programs, such as ferry flights, deployments, noneffective RAP sorties, etc.

INS Exercise—Training in the use of navigation systems. Consists of various combinations of the following: orbit entry, multiple orbit steering, orbit changes, ETA control, sequential track and steering updating the system.

Instructor—An individual who has been trained to instruct and is designated and certified in writing by the unit OG/CC as being qualified to instruct other individuals.

Instructor Supervision—The direct supervision of training by an instructor crew member. For the U-2, supervision can be in the TU-2S or in a mobile control unit having two-way radio contact with the pilot.

Mission Accomplishment Report (MAR)—Computer generated product or form used to schedule and record the accomplishment of continuation training events.

Mission Qualification Training (MQT)—Training required to achieve a basic level of competence in unit's primary tasked missions. This training is a prerequisite for BMC or CMR status.

Mobile—Current and qualified crewmember dedicated to an individual sortie who provides safety of flight oversight and needed aid to the mission crew.

Night Landing—(U-2) Landing accomplished between the hours of NET thirty minutes after official sunset to NLT thirty minutes before official sunrise. Night touch and go operations satisfy night landing requirements.

Photo Flight Line (PFL)—Maintaining a prescribed ground track primarily by the use of time, heading

(DR) and pilotage (visual) techniques.

Primary Mission Aircraft Inventory (PMAI)—Aircraft authorized for performance of the operational mission. The PMAI forms the basis for allocation of operating resources to include manpower, support equipment, and flying-hour funds. The operating command determines the PMAI required to meet their assigned missions.

Ready Aircrew Program (RAP) Event—A combat-oriented training event that can be linked to aircrew readiness to accomplish assigned operational mission(s). They tie flying training requirements to CINC requirements and focus training on unit's tasked missions.

Requalification Training (RQT)—Training/Training Program necessary to requalify a pilot to BAQ.

Situational Emergency Procedures Training (SEPT)—A review of abnormal procedures, emergency procedures, aircraft systems operations and limitations based on realistic scenarios.

Squadron Supervisor—Squadron Commander, Operations Officer, Assistant Operations Officers, and Flight CCs.

Tactical Deception—Any activity designed to mislead the enemy operational commander by manipulating, distorting, or falsifying evidence, thereby inducing the enemy to act in a manner favorable to our interests or desires.

Tactical Arrival/Departure—A non-standard arrival or departure (AFTTP 3-1 Volume 27).

Training Accomplishment Progress Report (TAPR)—Computer generated or locally developed form used to schedule or record accomplishment of training events. It will be used for crewmembers in any qualification or upgrade phases of training.

Attachment 2

GLOSSARY OF EVENT DESCRIPTIONS

NOTE: Unless otherwise specified in these event descriptions, units will determine the necessary parameters for fulfilling and/or logging tasked events.

A2.1. U-2 Sorties:

A2.1.1. RAP (high altitude) Sortie: For the U-2: a sortie flown above FL 600. Must include at least one RAP Event, PFL, DR Nav Leg, INS Exercise, or FCF profile. Dual logged with Sortie.

A2.1.2. Low Sortie: U-2 sortie flown below FL 450. Dual logged with Sortie.

A2.2. U-2 Events:

A2.2.1. INS Exercise : Training in the use of navigation systems. Consists of various combinations of the following: orbit entry, multiple orbit steering, orbit/file changes, ETA control, sequential track steering.

A2.2.2. Evasive Maneuver: Tactical turns above FL 600.

A2.2.3. Autopilot-Off Maneuvers: Hand flying above FL 600, to include multiple turns using up to 30 degrees of bank. Can include configuration changes, mach/pitch control, and autopilot-off descents from above FL600.

A2.2.4. No Flap Landing : Landing with less than 20 degrees of flaps, including gust-up landings.

A2.2.5. No Voice Landing: Landing without altitude calls from the mobile.

A2.2.6. Simulated Flame Out Pattern: Visual pattern simulating loss of engine.

A2.2.7. Initial Takeoff: Applies to TU-2S IPs only.

A2.2.8. Night Landing: Landing accomplished not earlier than thirty minutes after official sunset or not later than thirty minutes before official sunrise.

A2.2.9. Instrument Departure: Departure made using IFR rules.

A2.2.10. Precision Approach. A precision instrument approach that is flown at a minimum from the final approach fix to a landing, touch and go, or a missed approach.

A2.2.11. Non-Precision Approach: A non-precision instrument approach that is flown at a minimum from the final approach fix to a landing, touch and go, or a missed approach.

Table A2.1. Beale AFB U-2 Task Identifiers

TASK NAME	TASK ID	TASK NAME	TASK ID
GROUND EVENTS			
U-2/T-38 ORM*N	TG07	U-2 TERRORISTS BRP*C	UG26
U-2/T-38 IRC*N	TG20	U-2 US/RUSSIA*N	UG14
LW THRT CST*N	LS11T	U-2/T-38 SABC*N	UG20
U-2/T-38 S-V86-1*N	TG30	U-2 CWD*N	UG21

TASK NAME	TASK ID	TASK NAME	TASK ID
U-2 EGRESS*G	LS07U	U-2/T-38 SOCL ACTN*N	UG23
U-2 LIFE SUPT*N	LS06U	U-2 PROTECT PRES*N	UG25
U-2 WTR SURV*N	LS03U	U-2 STAND COND*N	UG27
U-2 HI THRT CST*N	LS02U	U-2/T-38 LOAC*N	UG29
U-2 CST ACADEMIC	LS14U	U-2 FCF TST/BRF*N	UG30
U-2 WST ACADEMIC	LS15U	U-2/T-38 CRM*G	UG31
U-2 LCL SURV*G	LS01U	U-2 SOF BRF*N	UG70
U-2 PARA DES TRNG*G	LS09U	U-2/T-38 FLY SAFETY*N	UG72
U-2 SIOP CERT*C	UG10	U-2/T-38 SUP SAFETY*N	UG73
U-2 CONVEN CERT*C	UG11	CSC S-V-80-A	SS01
U-2 SV-83*C	UG12	BASIC WATER SURV*N	WW01
U-2 SIOP STUDY*C	UG13	U-2 MOBILE *N	UG75
U-2 ISOPREP*C	UG15	U-2 STALL AWARENESS	UG76
U-2 SMALL ARMS	UG22		
U-2 FLIGHT EVENTS			
U-2 SORTIE	UF01	U-2 SFO	UF50
U-2 LOW SORTIE	UF02	U-2 LND NO FLP	UF52
U-2 HIGH SORTIE	UF03	U-2 LND T&G	UF60
U-2 FCF PROFILE	UF06	U-2 LND NIGHT	UF61
U-2 SYLAB SORT	UF07	U-2 LND NO VCE	UF62
U-2 INST DEPT	UF10	U-2 LANDING	UF63
U-2 INS EX	UF21	U-2 INIT T/OFF	UF70
U-2 EVAS MANU	UF23	U-2 LND RCP	UF71
U-2 A/P OFF MANU	UF30	U-2 LND FULL STP	UF72
U-2 PREC APP	UF40	U-2 QUAL CHECK *G	AA21
U-2 MISSED APP	UF42	U-2 MISSION CHECK *G	AA02
U-2 CRCLNG APP	UF43		
NOTE: *G = GROUNDING; *N = NON-GROUNDING; *C = CMR REQUIRED			

Attachment 3

CERTIFICATION GUIDE

(Conventional and SIOP)

A3.1. Unit Mission Briefing

A3.2. Command Relationships/Tasking Sources

A3.3. Operations Procedures

A3.4. Sensors, Data Link Architectures, and Ground Stations

A3.5. Evasion & Recovery

A3.6. Threat Knowledge

A3.7. Electronic Warfare and U-2 Defensive Systems

A3.8. Tactics

A3.9. Communication Procedures

A3.10. Command and Control Procedures

A3.11. SIOP Unit Mission Brief

A3.12. Alert Procedures

A3.13. Mission Track Familiarization

A3.14. Mission Employment Study

A3.15. OPSEC

Attachment 4**TRAINING SHORTFALL REPORT**

MEMORANDUM FOR HQ ACC/DOT (A-31)
205 Dodd Blvd., Ste 101
Langley AFB VA 23665-2789
SUBJECT: XX RS Training Shortfalls

FROM:

1. TRAINING SHORTFALLS (Training events/sorties not accomplished or locally waived. Only report those shortfalls the unit commander feels will have a major impact on training. Generally report only those events/sorties that affect 15% or greater of the crew force.)

EVENT/SORTIE -- PERCENT OF CMR/BMC CREWS (BY CREW POSITION) AFFECTED
-- PECIFIC REASON FOR SHORTFALL
-- CORRECTIVE ACTION (IF ANY)
-- LIMFACS

2. COMMANDER'S COMMENTS (Open forum for comments to improve the training and reporting system.)

1ST Ind, OG/CC

TO: HQ MAJCOM/DOT

Cc: 12 AF/DO